into three wagons, and after an exasperating, work-filled journey over muddy winter roads, arrived in the valley on December 11. After searching for a location he rented a building owned by Moses Cluff. One year later he had finished his home on Main Street; and then his stock was moved to the south room of that building, which served as his store. Both his wife, Permelia and his son, Joseph, worked in the store, and Joseph soon became the manager of one of Wasatch County's first permanent business institutions.

The income from raising grain for the stagecoach was seriously menaced in 1868-69 when a plague of grasshoppers ate most of the crops. Fortunately, it was also at this time that the Union Pacific railroad entered Utah; and most of the men in the county found work with their teams on the grading being done in Echo and Weber Canyons.

Wasatch Livery and Feed Stable. Built in 1892 by A. M. and James S. Murdock. Frank Carlile sitting in the buggy.

Wasatch Livery Feed & Sale Stables

WASATCH LIVERY STABLE.

The Wasatch Livery Stable was established in 1892 by the Murdock Brothers. It was purchased by A. C. Hatch and John H. Luke in March, 1893 who, under the management of Mr. Luke, continued the business for twelve years, closing out in March, 1905, to Thomas Clotworthy and Laban Hylton. Since the death of Mr. Clotworthy, Wm. Coleman has purchased a third interest and the business now belongs to the Clotworthy estate, Hylton and Coleman with Mr. Hylton as manager.

They do a general livery, feed and sales stable business. For the livery trade they have a fine line of vehicles, consisting of buggies, carriages, wagons, cutters, sleighs, etc. Also twenty head of good, trusty and gentle horses, that are kept well groomed and ready at a moment's call.

The barn is centrally located in the business district of the city on the east side of Main street between First and Second North streets. It is a commodiously arranged building, the main barn being 30 by 92 feet long with sheds attached, and stall room for thirty-six head of horses. There is also a large yard with wagon sheds adjoining and hydrant water and hose handy.

They carry on a general transfer business carrying passengers, baggage, etc., to and from all parts of town. They meet all incoming and connect with all outgoing trains with comfortable riding and conveniently arranged transfers.

This is one of the progressive and prosperous business concerns of the city and is a great convenience to the traveling public, and the people generally. The patronage they receive and the improvements they are making in their buildings and stock from time to time, speak louder than words of the financial condition of the business.

Building Survey

Name: Wasatch Livery Stable
Location: Town:
Architect: Builders:

Date built:

Pictures of: Bldg: Original Owners:
Subsequent owners:

FGSs: Orig. Owners:

Pedigree: Orig. Owners:

Histories: Orig. Owners:

Special Notes:

The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

References: 1.
2.
3.
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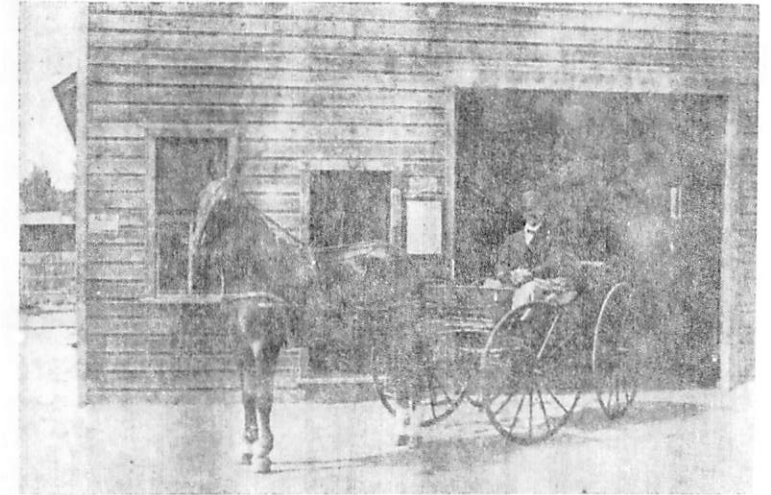
5.

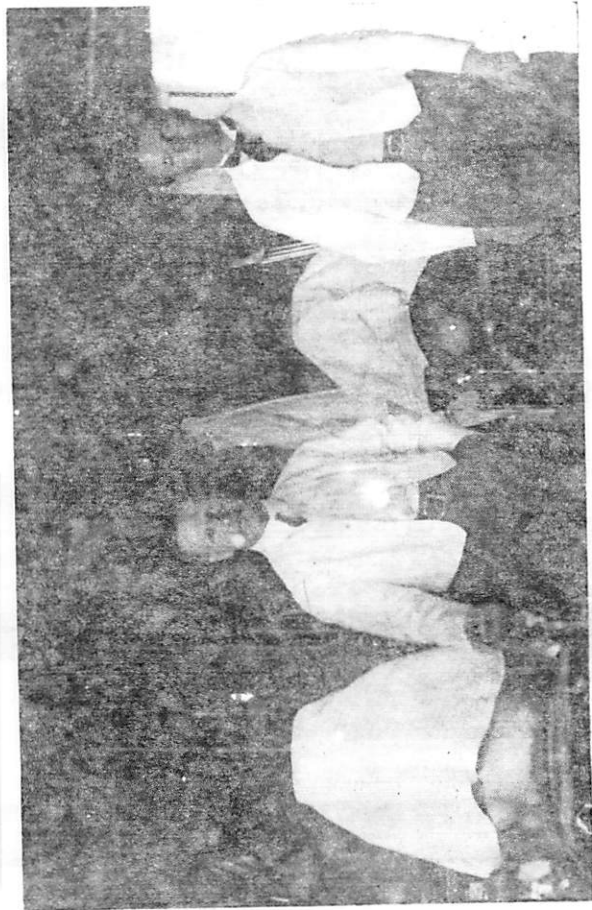
History of Livery
HBUM pp 150-153
587-588

The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

son, Andrew Mair, Jr., John Forman, Robert Montgomery, Byron Pierce, LaMar Watkins, Frank Murdock, Carl G. Anderson and Tom Parry. One other member of the trade, blacksmith Andrew Anderson, presented a paradox in that his specialty was watch repairing. He fixed the intricate mechanisms right along with his blacksmith work, though he never did any horse shoeing.

The one event that could be singled out as having the most profound effect on Heber business took place in 1862 when an individual named Ben Holliday agreed with the U. S. government to carry mail by stage coach from St. Joseph, Missouri to Sacramento, California. Salt Lake City became a hub in this operation, and branch lines were soon extended to towns and mining camps in southern Utah, Idaho, Nevada and Montana. It was necessary that the stage line change horses every ten or twelve miles, and so stations were set up to keep supplies of hay and grain on hand.

In 1863, John Witt of Heber was given a contract to supply oats to the stations as far east as Green River. With this contract, Mr. Witt was able to bring considerable amounts of money into the valley, and the old system of exchanging goods and bartering began to wane. With the money now coming into the community, business began to pick up and new firms were established.

TRANSPORTATION

Transportation has been important to the economy of Heber and this segment of industry progressed from the horse and buggy to the railroad, automobiles and trucks and airplanes.

Frank Epperson's Barber Shop, one of the early barbering establishments.

UNDERTAKING

Another important service industry in the community is undertaking and funeral direction.

In the early days of Heber the dead were cared for by the Relief Society sisters. Cold or ice packs were applied to the corpse until the body was prepared for burial. Early carpenters such as William Bell, George Blackley and Henry McMullin made the first wooden coffins. Later John Bond sold ready-made coffins in his store. One of Mr. Bond's advertisements in a 1906 "Wasatch Wave," described his business as follows:

"John Bond, undertaker and licensed embalmer. Builder and owner of one of the finest white hearses in the west. Holding a diploma from the Philadelphia Training School of Embalmers, also a state certificate."

Another early undertaker in Heber was John W. Winterrose who came to Heber in 1885 as a carpenter and cabinet maker. He left that business in 1906 to go into undertaking. His first establishment was a building purchased from Mark Jeffs at 135 S. Main. In 1919 he expanded into property and a home at 123 S. Main. With his experience as a carpenter he made many of the caskets. Mr. Winterrose retired in 1931 because of ill health.

Heber's present mortuary was founded in 1928 when Joseph Olpin and his family moved into the valley from Utah County. They bought